

The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No 4706

晚七十月十年十三精光

WEDNESDAY, NOVEMBER 23, 1904.

三拜禮

號三十月一十英港香

830 PER ANNUM.
SINGL. COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBÉ,
NAGASAKI, LONDON,
YOKOHAMA, NEW YORK,
SAN FRANCISCO, HONOLULU,
HOMBAI, SHANGHAI,
TIENTSIN, NEWCHANG,
PEKING, DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 1 per cent.

TAKAO TAKAMICHI,
Manager.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Starting Reserve \$10,000,000
Silver Reserve \$17,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq., Hon. R. Shevan,
Hon. W. J. Gresson, N. A. Siebs, Esq.,
A. Haupp, Esq., H. W. Slade, Esq.,
H. Schubert, Esq., E. S. Wheeler, Esq.,
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
Manager.

Shanghai—H. M. BEVIS,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1/2 per cent. per Annum.
For 6 months, 3/4 per cent. per Annum.
For 12 months, 1 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON deposits is allowed at 3/4 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept first
class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 24th Nov., 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.
Gold \$7,921,733.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
Gold \$10,000,000—£2,035,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADEDELL HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESNER BANK,
COMPTON NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 16th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 11TH NOVEMBER, 1896.
SINGAPORE BRANCH:
PAID-UP CAPITAL 5,000,000
RESERVE FUND 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS:
1/2 per Annum Fixed Deposits for 3 months.
1/4 " " " 6 " " " 6 "
1/4 " " " 12 " " " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " " 3 "
" " " 3 " " " 2 "

T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1901. [24]

"PERFUMERY."

FOR
QUALITY, ASSORTMENT
AND A
GOOD BARGAIN
TRY

THE PHARMACY,
房藥大 中

56, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 16th November, 1904. [122]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, (MOI) and KOBE. (Passing through the Inland Sea).	SOCOTRA C. J. Benton, R.M.R.	About 29th November	Freight only.
SINGAPORE and BOMBAY...	BANCA J. B. Ferguson	About 29th November	Freight only.
SHANGHAI...	BENGAL G. Philipps	About 2nd December	Freight and Passage.
LONDON, &c...	SIMLA F. R. Sumner	Dec. 3rd, Noon	See Special Advertisement.

For Further Particulars, apply to

Hongkong, 23rd November, 1904.

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 21st December.
SEYDLITZ	WEDNESDAY, 4th January, 1905.
ROON	WEDNESDAY, 18th January.
BAVERN	WEDNESDAY, 1st February.
ZIGTEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PREUSSEN	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.

ON WEDNESDAY, the 7th day of December, 1904, at Noon, the Steamship "PREUSSEN,"
of the NORDDEUTSCHER LLOYD, Capt. R. Dahl, with MALES, PASSENGERS,
SPECIE AND CARGO, will leave this Port as above. Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 5th December, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 6th December, and
Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 6th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 23rd November, 1904. [13]

Intimations.

LANE, CRAWFORD & CO.,

SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.
CRICKET Bats, Balls, Stumps, Gloves, &c.
FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.
GOLF Clubs, Balls, &c.
HOCKEY Sticks, &c., &c.
CROQUET Sets, &c.
BOXING Gloves, 4 oz., 6 oz., & 8 oz.
SANDOW'S Developers.

LARGEST STOCKS IN THE EAST

AND FROM

THE BEST MAKERS.

LANE, CRAWFORD & Co.

Hongkong, 22nd September, 1904. [13]

KUPPER PILSENER BEER.

THE LEADING BEER
IN THE
FAR EAST.

BEWARE OF IMITATIONS.

SOLE AGENTS—

CALBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 25th October, 1904. [42]

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and
reinvigorates. Bovril is of great value
for all to whom strength and endurance
are a vital necessity. Its regular use is
a permanent protection against the
dangers of colds, chills and diseases.



TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

172, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [106]

ACHEE & Co.,

174, QUEEN'S ROAD CENTRAL.

FURNITURE DEALERS.

TELEPHONE 256.

Hongkong, 19th November, 1904. [183]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights

Hongkong, 4th December, 1903. [126]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SYUDOGA-CHO, TOKYO.
LONDON BRANCH—34, LINE STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maderura, Kure, Shimoda, Kojima, Wakamatsu,
Kure, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

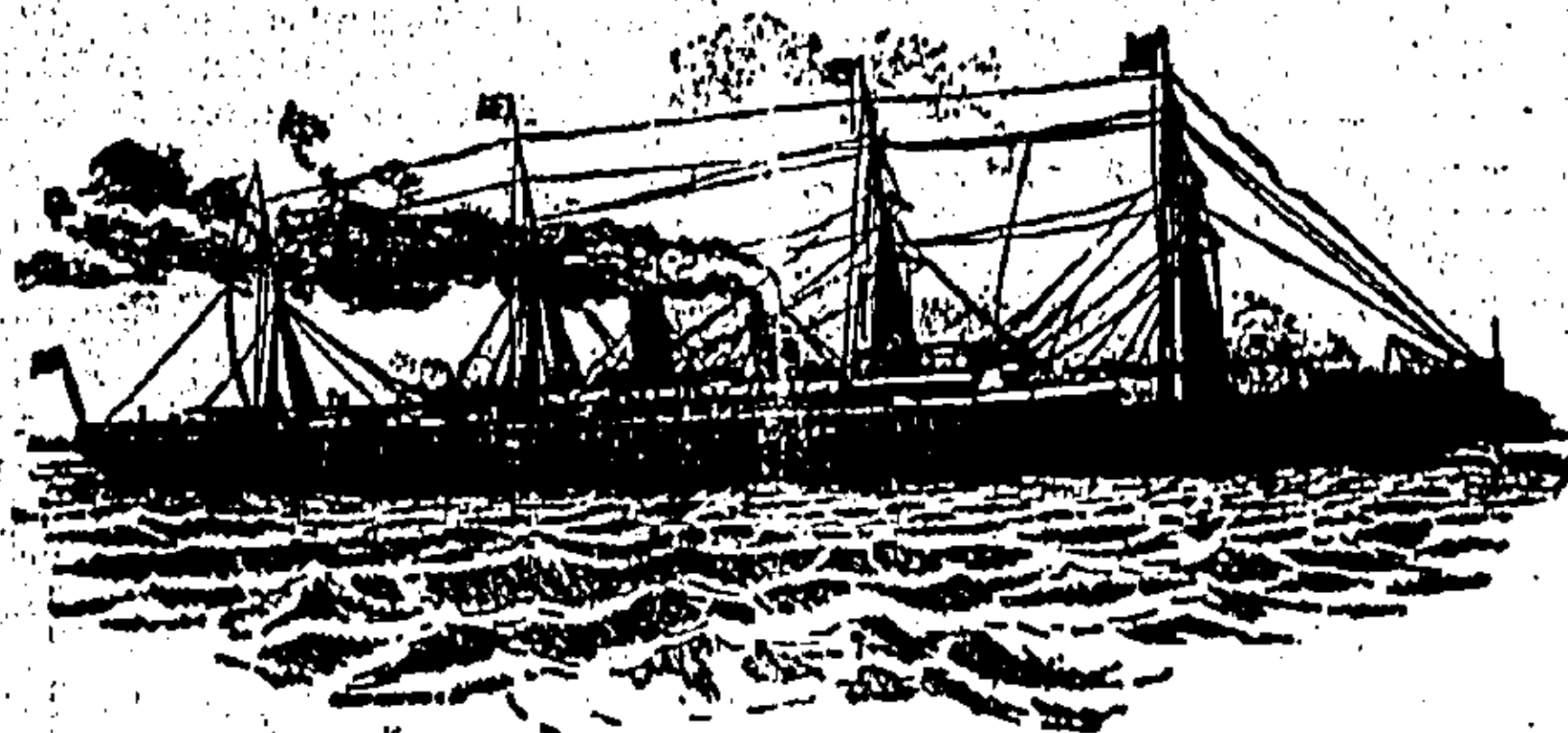
Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujitama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannono,
Obana, Otsu, Sasahara, Tsubakura, Yoshikawa, Yoshio, Yuzukibara and other Coals.

S. MINAMI, Manager, Hongkong. [180]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ... 6,300 Gross Tons...	TUESDAY, 29th November, at Noon.
"CHINA" ... 5,060 "	SATURDAY, 3rd December, at Noon.
"MANCHURIA" ... 5,750 "	SATURDAY, 17th December, at Noon.
"DORIS" ... 4,784 "	SATURDAY, 24th December, at Noon.
"KORBA" ... 11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIO" ... 4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA" ... 11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA" ... 13,639 "	

Record Trip Yokohama to San Francisco made by s.s. "KORBA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Passengers holding through ORDERS TO EUROPE, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and in ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

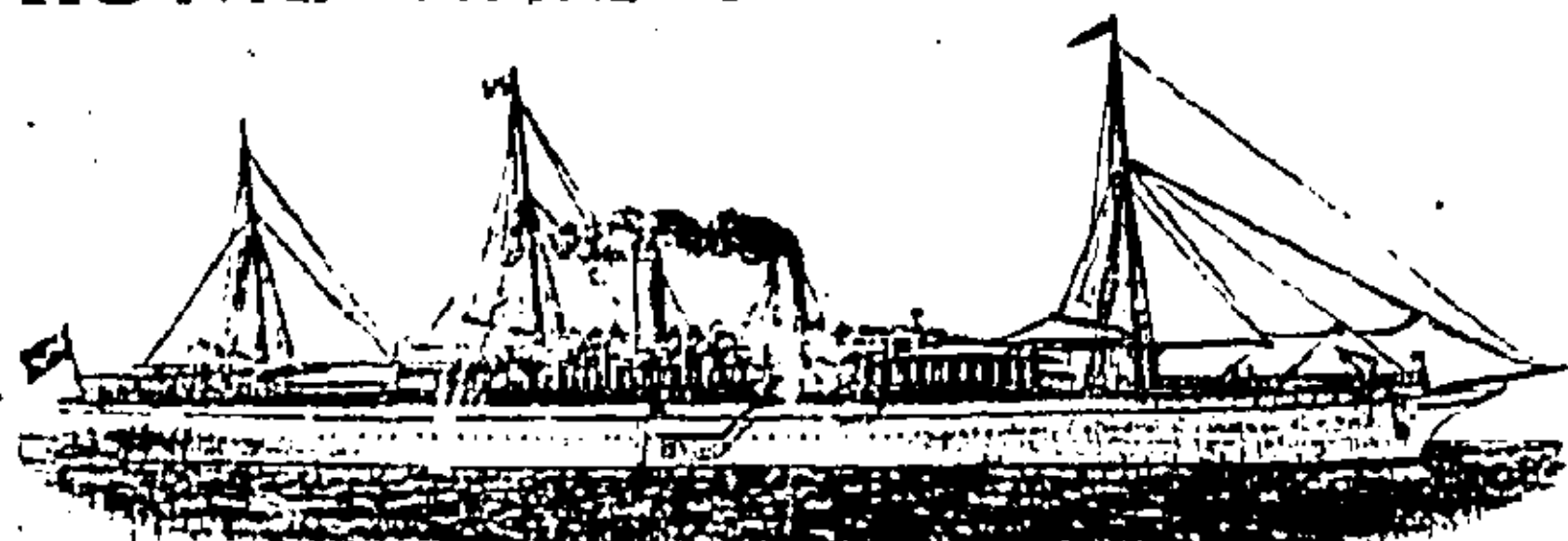
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th November, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons...	WEDNESDAY, 14th December.
"ATHENIAN" ... 2,440 "	WEDNESDAY, 28th December.
"EMPRESS OF CHINA" ... 6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR" ... 4,425 "	WEDNESDAY, 15th January.
"EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 8th February.
"EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 8th March.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £43.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CHADDUCK, Acting General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA ... (Calling at S'PORE, PENANG & COLOMBO)	HAVRE and HAMBURG.	29th Nov. } Freight.
SENIGAMBIA ... (Calling at S'PORE, PENANG & COLOMBO)	HAVRE, BREMEN and HAMBURG.	19th Dec. } Freight.
ARMENIA ... (Calling at S'PORE, PENANG & COLOMBO)	HAVRE and HAMBURG.	27th Dec. } Freight.
C. FERD. LAEISZ ... (Calling at S'PORE, PENANG & COLOMBO)	HAVRE and HAMBURG.	11th January. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings.

Hongkong, 22nd November, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM

OF DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,363 tons...	Captain R. D. Thomas.
"POWAN" ... 2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" ... 2,260 "	W. A. Valentine.
"HANKOW" ... 3,073 "	B. Branch.
"KINSHAN" ... 1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ... 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," ... 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," ... 388 tons, Captain J. Willox.

"NANNING," ... 569 " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA PORTS	Second half of November	JAPAN VIA SHANGHAI	First half of December
TJILATJAP ...	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJIMAHI ...	JAPAN	First half of December	JAVA PORTS	Second half of December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

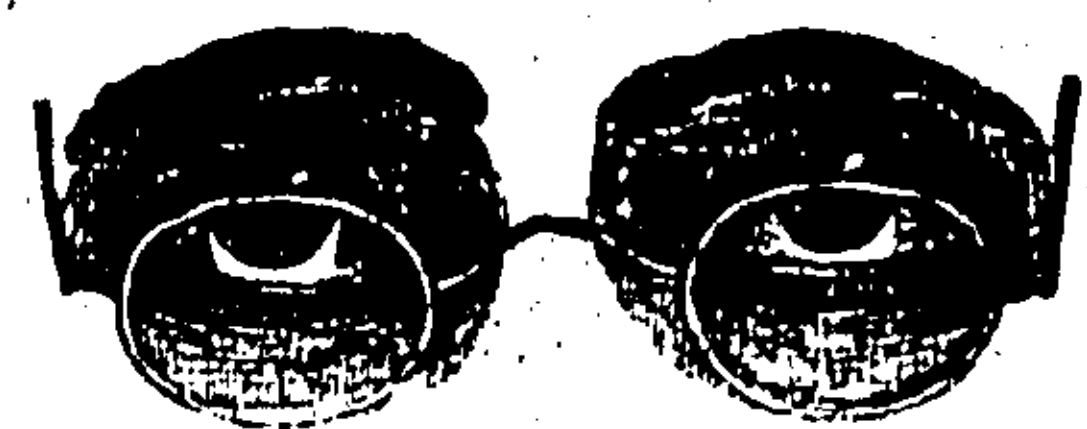
THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 11th November, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 11th October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS,

16, DES VUEX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED PAINT

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quantity or 6 doz. plots).

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

10, QUEEN'S ROAD, WATSON'S BUILDING.

50.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

11

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 11

Des Vues Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1903.

1784

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.9 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

1595

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

1248

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904.

1108

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd September, 1904.

783

FOR SALE.

FANCY NOTE PAPERS AND ENVELOPES.

Apply to—

BOO CHEONG,

20, Pottinger Street,

Hongkong, 7th November, 1904.

1156

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager.

111

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

Winter Season's
NEW GOODS

ON VIEW

IN EVERY DEPARTMENT.

FURNISHING DEPT.

ALEXANDRA BUILDINGS,

FIRST FLOOR.

NEW STOVES—

For Cooking and Heating.

BEDSTEADS—

Iron.

Iron and Brass.

Iron and Copper.

Steel and Brass.

And all Brass.

Twin Bedsteads.

FENDERS & CURBS

In Iron, Copper, and Brass.

CARPET SQUARES—

Tapestry.

Kidderminster.

Kensington.

Cairo and Bute.

Art Squares.

Printed.

Fast Colours.

Cretonnes.

Art Serges.

Damasks.

Tapestries, and

Fringes.

CARPETS—

Axminster.

Wilton.

Brussels, and

Tapestry.

&c., &c., &c.

GENTS' DEPT.

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

NEW GOODS

ARRIVE

EVERY WEEK.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 15th November, 1904. [1096]

Intimations.

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of presenting the Report and Statement of Accounts for 30th September, 1904. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,
Manager.
Hongkong, 15th November, 1904. [1226]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the Company's Office, St. George's Building, Praya Central, Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the subjoined Resolution will be proposed:

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$1 for each and every single share of such 50,000 new shares in the ratio and proportion of one new share for every two old shares in the Company held by the respective Shareholders thereof; the amount payable on each of such new shares respectively (including the said premium of \$10 per share) to be paid as to one equal half-part thereof on the 31st day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that the said new shares be disposed of by the General Managers in accordance with the Company's Articles of Association. And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Should the above Resolution be duly passed it will be submitted for confirmation at a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 14th day of November, 1904.
SHEWAN, TOMES & CO.,
General Managers. [1238]

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the forenoon, for the purpose of receiving the report of the Directors, together with Statement of Accounts for the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 6th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITALL,
Secretary.
Hongkong, 14th November, 1904. [1233]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the Year 1904 of Fifty Cents per Share on the Shares numbered 1-6000 inclusive will be payable at Hongkong and Shanghai Bank, Hongkong, on and after FRIDAY, 25th November, 1904, on Warrants to be obtained at the Company's Office.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER OF SHARES will be CLOSED from SATURDAY, the 19th instant, until SATURDAY, the 26th instant, both days inclusive, during which period no Transfer of Shares will be effected.

JOHN D. HUMPHREYS & CO.,
General Managers.
Hongkong, 15th November, 1904. [1243]

PAUSE!

Have you a SINGER Sewing Machine?

If not get one.

\$10 DOWN AND THE REST IN EASY MONTHLY PAYMENTS.

Showrooms—1, Wyndham Street.

Hongkong, 15th November, 1904. [1231]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 a.m. to 12.30 a.m. Every 15 minutes.
12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
1.30 a.m. to 2.00 a.m. Every 10 minutes.
2.00 a.m. to 2.30 a.m. Every 15 minutes.
2.30 a.m. to 3.00 a.m. Every 10 minutes.
3.00 a.m. to 3.30 a.m. Every 15 minutes.
3.30 a.m. to 4.00 a.m. Every 10 minutes.
4.00 a.m. to 4.30 a.m. Every 15 minutes.
4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

CONFECTIONERY

We beg to notify the
Arrival of our New
Season's Confectionery.

IMPORTED FROM THE LEADING

London and

Parisian Houses.

SELECTIONS

OF THE

PUREST

AND

BEST QUALITY

[from the Simplest to that of

The Finest and Most
Recherche Character.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 19th November, 1904.

[35]

TELEPHONE NO. 125.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road,
Hongkong, 11th May, 1904.

DEATH.
On Nov. 14th, at his residence, The Cottage,
33 Cavanagh Road, Singapore, JAMES RODYK,
Aged 54, deeply regretted.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 23, 1904.

THE BALTIC FLEET.

In view of the recent telegrams which have come from the West we must conclude that the Baltic Fleet is really in earnest about its destination, and may be expected to turn up in Chinese waters in due course. That its progress will be slow may be assumed from the capabilities of many of the vessels composing it and from the question of coal consumption, which will necessarily slow the whole fleet moving at economical speed, or, in other words, at the speed which represents the smallest consumption of coal in comparison to the distance covered. It is, of course, recognised that the speed of a fleet is the speed of its slowest ship, and as many of the vessels in the Baltic Fleet are quite ancient warriors they can hardly be expected to perform what they did in their prime, and it is, therefore, difficult to estimate what they may now be capable of accomplishing. The question that most concerns the public, however, is where and in what way do the Japanese propose to meet them. While inclining to the belief that there will be no news from the Japanese in answer to this question until her reply has been demonstrated, we can make a very shrewd guess as to what the method of attack is likely to be. Of all antagonists in modern Naval warfare none are more dreaded than the torpedo boats creeping up under cover of the night, or silently waiting in the darkness until their unsuspecting victim comes within range. Such a large fleet as the one now bound for the Far East, if keeping in anything like close order, cannot fail to attract attention in the day time by the cloud of smoke which hangs over it. This is enough to give an enemy, far below the horizon, a very substantial clue to its identity. A fleet protects itself by sending out scouts in the shape of a "V," and often extending several miles ahead. It is their duty to give warning of approaching danger, but a flotilla of destroyers would advance boats long before they were visible themselves, and could therefore, by making a wide detour, come up behind the fleet as night fell. It is in this way most probably that the Baltic Fleet will receive their first baptism, and to meet destroyers in the open sea is the most terrible thing that can befall a large fleet. The Japanese destroyers, as we have seen, can keep the sea for long periods, coaling from colliers and parent cruisers. The Russians have good reason to know their power, and if, in the North Sea, a fleet of trawlers could create such panic how would a tramp steamer or even a liner fare did she chance to fall in with them. She would be well lit up of course, but would that protect her? Might not a Japanese cruiser thus seek to draw attention off her accompanying destroyers if she saw no chance of escaping observation? Might she not well try a bluffing game anyhow? The coming of these war vessels to the Far East will be viewed with apprehension by all shipowners and by those who realize the enormous issues at stake. What, we ask, would be the action of the home Government if a British passenger ship were sunk "in error." Would any "explanation" be acceptable, and yet if it caused England to take up a decided and unmistakable attitude, would it not save Russia from the possible indignity of having to climb down to an Asiatic Race?

LOCAL AND GENERAL.

THE English mail of the 22nd October arrived at Brindisi on the 17th instant.

TO-MORROW being the 24th of November, the American Thanksgiving Day, there will be a Thanksgiving Dinner served at the Kowloon Hotel to-morrow night.

OWING to pressure on our space to-night the account of the presentation of the two bats to Lieut. Heath and E. W. N. Wyatt, at Harmsworth's circus last night, is unavoidably held over.

OWING to the interruption of the Eastern Extension Co.'s cable from Foochow to Shanghai, all telegrams for Shanghai and beyond are being handed over to the Great Northern Telegraph Company for transmission.

THROUGH the falling of some baskets of sand at the naval extension works last evening, one Chinaman was killed instantly, and another so severely injured about his legs, one of which was broken, that he had to be removed to hospital.

MR. George Edward Morrell, solicitor of the Supreme Court of Judicature in England, was to-day admitted by the Chief Justice (Sir Henry G. J. Berkeley) to practise as a solicitor in this colony. Mr. Morrell joins Messrs. Deacons and Howley's office.

AMID the hearty cheers of a large concourse of friends, and the singing of "Auld Lang Syne," the remaining members of the Singapore Cricket team left to-day in the *Prins Regent* (Lieutenant), the Singapore Cricket Club, flying at the fore, and the band of the steamer playing again "Auld Lang Syne."

THE Throne has shown great displeasure towards Viceroy Tsien Chun-huan's policy regarding military affairs in Kwangsi.

THERE is a talk of yet another hotel for Kowloon, a report being current to the effect that application will be made for permission to open a licensed house at Hungshon near the Hongkong and Whampoa Dock's premises. We are also given to understand that a hotel is being built on the Shaikwan Road, not far from the Metropole, at a cost of some fifty to sixty thousand dollars.

AT a quarter past eight o'clock last evening six men armed with knives, swords, and daggers, entered the first floor of No. 9 Hing Loong Street, to commit a robbery. Finding nothing, they proceeded to molest an old sick woman and tried to make her divulge the whereabouts of her valuables. Instead of doing this she yelled with such effect that the men fled to their neighbours' room, and four of the men rushed on to the roof and made their escape. The other two dropped their weapons, and rushed out of the house right into the arms of an Indian watchman, who was hurrying to see the cause of the noise, and he promptly arrested them. They were placed before Mr. Gompertz this morning and remanded.

AT the Civil Summary Court this morning, before the Puisne Judge (Mr. T. Sercombe Smith) the Cheung Huk Ying firm of coolies, contractors, sued Ling Shing On to recover \$257.39, being in respect of coolies supplied. Mr. R. A. Harding was for plaintiff and Mr. E. J. Grist defended. Mr. Grist consented to judgment, but asked that the order be made payable in instalments. The defendant could neither read nor write, but had always left his affairs in the hands of the accountant, who unfortunately was not available. He offered \$20 a month. Mr. Harding reminded His Honour that the bill was over a year old, and further that the defendant had quite recently returned to the Colony, having run away to avoid payment of his debts. His Honour made an order for defendant to pay \$50 a month, the first payment to be made in seven days.

THE LATE MR. JUSTICE LEACH.

On the 16th inst., on the assembling of the Supreme Court at Singapore, Sir Lionel Cox and Mr. Justice Leslie Thornton on the Bench, there being a full attendance of the Bar, including the Attorney General, and the Solicitor General, reference was made to the late Mr. Justice Leach.

The Chief Justice said: Mr. Attorney General and gentlemen of the Bar, we have met here to-day as a result of the telegram received from London announcing the death of Mr. Justice Andrew John Leach, who was recently a Puisne Judge of this Court. I have no doubt the news was received by the Bar with the same sorrow as by the Bench. Mr. Leach was my colleague on this bench for some seven years, a colleague whose co-operation was to a high degree valuable, and which brought about between us a close personal friendship. He was held in equally high esteem by the Bar and the public. When last year we heard that his health did not allow of his return to this Colony there was general regret. The many friends he had made here hoped that a change of climate might lead to his recovery and not a few looked forward to the pleasure, one day, of again meeting with their old friend Andrew Leach. I intimated yesterday to the Attorney General my intention of alluding to the sad event this morning. The attendance of so many members of the Bar shows me that the entire profession join with the Bench in manifesting a high regard to Mr. Justice Leach and in tendering to the widow and son our sincere sympathy and condolence.

The Attorney General: I think I may say for myself personally and for every member of the Bar here present, that we fully appreciate and concur in the expressions which have fallen from your Lordship with regard to the loss we have sustained. Mr. Justice Leach was one of the most able judges here, and by his death we have sustained a considerable loss. By early association, by family tradition, and by his own great aptitude he was singularly fitted for the post which he occupied, and I think I may say any other judicial post he might have been called upon, in the course of his life, had it been prolonged, to fill. But the Bar here did not merely wish to pay the usual tribute to a good judge, and make the usual expressions as to his conduct on the Bench, or to the friendly professional intercourse between Bench and Bar. The Bar here who knew him personally have a much deeper feeling than that. They knew him as a friend of particularly sympathetic manner and of the utmost personal kindness. And I think it is seldom that any judge upon the Bench has held the position in the minds of the Bar that Mr. Leach did. Not only on the Bench but in the ordinary intercourse of life, in which he was a delightful companion; and in other matters, such as sport, he took part with an energy and keenness which was one of his characteristics, and in doing so made friends—not mere sporting friends, but friends in a more real sense. We have therefore not only lost one of the greatest ornaments of the Bench out here from a legal point of view, but many have lost a personal friend, one likely to have considerable influence on our minds. We here to-day feel most deeply the loss we have sustained and we thank your Lordship for having given us this opportunity of expressing our feelings, and our sympathy for his wife and family. The expression we give to-day of our feeling is as sincere and deep as ever was expressed on such an occasion.

Mr. T. de M. Braddell, on behalf of the practicing members of the bar, had been desired to express their grief and sorrow at the death of Mr. Leach. The Attorney General had fully expressed the feelings of everyone present, and they endorsed every word he had uttered. The Court then rose.

—Singapore Free Press.

THE ENGLISH OFFICERS' CLAIMS

AGAINST THE KOWLOON GODOWN CO. LTD.

At the Civil Summary Court this morning, Mr. T. Sercombe Smith (Puisne Judge) gave judgment in the action brought by Lieutenant W. F. Lumsden, R.A., against the Hongkong and Kowloon Wharf and Godown Company, Limited, for the recovery of \$200, damages alleged to be due in respect of injuries sustained through the negligence of the employees of the defendant company.

Mr. E. J. Grist (Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. H. W. Looker (Messrs. Deacon, Looker and Deacon) defended.

His Honour said:—In this action the plaintiff seeks to recover the sum of \$200 for damages sustained by him in a collision alleged to have been caused by the negligence of the servants of the defendant company.

About 3 p.m. on the 6th October last, the plaintiff was riding in a ricksha along the public road running in front of the defendant's godowns at Kowloon, between the west corner of Elgin Road and the terminal wharf of the Star Ferry Company, Ltd. A short distance in front of the ricksha was Lieut. Macdonald, R.G.A., on a bicycle. When the ricksha was opposite wharf No. 2 belonging to the defendant company, a collision occurred between the ricksha and a truck worked by some servants of the defendant company. As a result of the collision the plaintiff was thrown out of the ricksha, and suffered damage to his clothing and person.

Though evidence was conflicting, the following facts are established:—

(1) That plaintiff looked to see if any truck was about to cross his path.

(2) That the view of the road end of the wharf was obstructed by things on and about that end of the wharf.

(3) That the ricksha was moving at about a walking pace a few seconds before the moment of collision.

(4) That the truck had been moved from the wharf end across the road by coolies at a jog-trot.

(5) That the truck was not under effective control.

(6) That the puller of the ricksha at the last moment quickened his pace in an attempt to cross in front of the truck.

(7) That the ricksha puller was on his own proper side of the road.

(8) That no warning was heard by the plaintiff and that no adequate warning was given.

The questions to be answered are:

(1) Were the defendant's servants negligent?

(2) Was the plaintiff negligent?

(3) Was the ricksha puller negligent?

(4) If the ricksha puller was negligent, is his negligence imputable to the plaintiff?

First then, were the defendant's servants negligent? If they were, and such negligence resulted in a wrong being committed, the defendant company is answerable for that wrong and its results, because such wrong was committed in the course of the service of the defendant company and for its benefit. Though the company may not have authorised the particular act complained of, yet it has put coolies in its place to do a class of acts, and must be answerable for the manner in which its agents conducted themselves in doing the business which the company had enjoined them to do.

To constitute negligence on the part of the servants of the company they must have omitted or failed to use due care and caution for the safety of persons or property. If the company had a right to move its trucks across the public road, it must move them with care, so that persons and vehicles using the road may not be injured. There was a duty on the company to exercise such reasonable care and to take such reasonable precautions as ordinarily prudence dictated to protect the public from injury when its trucks were crossing a public road on which its rails were laid. This duty the defendant company failed in the present instance to discharge. The truck in question was being moved at too fast a rate and was not under a proper state of control. The alleged special warning by shouting was inadequate, and the notice boards, "Beware of the trucks," did not constitute more than a warning that trucks moving at a reasonable pace might be encountered. I find, therefore, that the company, by its servants, was negligent, and that, as the result of such negligence, a wrong was done to the plaintiff of which the natural and probable consequence was the injury to person and raiment incurred by the plaintiff.

The next question concerns the negligence of the plaintiff himself. In my judgment no negligence can be traced to him. Then, was the ricksha puller negligent? I do not say that he could not have avoided the collision, in the opinion of the plaintiff and his brother officer, the puller did all that could have been done under the circumstances. They were eye-witnesses and could form a fair estimate of the exigencies of the situation. The position of the puller seems, therefore, to have been that of a person who, on the spur of the moment, had to make up his mind how to evade a suddenly impending danger caused by want of care on the part of another person. Under such conditions he is excused if he failed to act with perfect skill, and presence of mind, and is not guilty of contributory negligence.

Having found the facts and having applied the law to them, the defendant company is, in my judgment, liable to the plaintiff in damages. I need not go further; but as the question was argued as to whether contributory negligence on the part of the ricksha puller had been found guilty of such negligence would have been imputable to the plaintiff so as to prevent him from recovering damages from the defendant, I will deal with the relation which exists between the puller and the puller of a ricksha. For many years the doctrine of identification had judicially been established in England. Under it a passenger who had selected the

particular conveyance by which he travelled was so far identified with the driver that, if any injury was sustained by him from collision with another vehicle through the joint negligence of his own driver and that of the driver of the other vehicle, precluding the former from maintaining an action against the latter, the passenger was himself equally precluded. (Addison, *Tort*, 6th Ed. p. 27). This doctrine was declared not to be the law in 1888 by the House of Lords. The law in this respect now is that a plaintiff is not precluded from succeeding in an action for negligence by reason only of the contributory negligence of a third party who is not either his servant or his agent. The question then is, was the puller of the ricksha the servant or agent of the plaintiff?

In *Mills v. Armstrong*, 13 Appeal cases, at p. 8, Lord Herschell said: "The relation between the passenger in a public vehicle and the driver of it, certainly is not such as to fall within any of the recognised categories in which the act of one man is treated in law as the act of another," and his Lordship makes it clear at pp. 5 and 6 that the recognised categories to which he referred are those of master and servant and employees and agent acting within the scope of his authority. At p. 10 Lord Watson said: "Individuals who are injured, without being personally negligent, are nevertheless disabled from recovering damages if, at the time, they stood in such a relation to any one of the actual wrongdoers as to imply their responsibility for his act or default." This relation cannot, be other than the two classes of relation referred to by Lord Herschell. Again at p. 18 Lord Watson stated that in his opinion "an ordinary passenger by an omnibus or by a ship is not affected, either in a question with contributory wrongdoers or with innocent third parties, by the negligence, in the one case of the driver, and in the other of the master and crew, by whom the ship is navigated, unless he actually assumes control over their actions and occasions mischief."

Lord Herschell therefore lays down the general proposition of law that the relation between the passenger in a public vehicle and the driver of it is not the relation of master and servant or employees and agent; but this general proposition appears to be restricted by Lord Watson to the case where the passenger does not assume control over the driver's action so as thereby to occasion mischief.

In the present case, the ricksha hired by the plaintiff was not a private ricksha, but a public vehicle within the definition of section 2 of Ordinance No. 8 of 1887, where public vehicle is defined to mean any chair, carriage, jinricksha or other vehicle of any kind, which plies for hire in the streets for the carriage of passengers. Moreover, the plaintiff, beyond properly ordering the puller of the ricksha to go slowly, and directing him whither to take him, did not assume any control over his actions whereby mischief was occasioned.

The plaintiff therefore seems clearly to come within the general proposition laid down by Lord Herschell as modified by Lord Watson. So that even if I am in error in holding that there was no contributory negligence on the part of the ricksha puller, nevertheless the plaintiff must succeed against the defendant company whose servants were guilty of negligence, because the plaintiff, being guiltless of negligence, assumed no such control over the ricksha puller as occasioned the mischief, and is not therefore responsible for the negligence of the ricksha puller.

In perusing Ordinance No. 7 of 1897, by which the defendant company was authorised to lay down the tramway on which the collision in this case occurred, I found that, by section 13, the rights, powers and privileges granted by the Ordinance were to continue in force for twenty years from the 23rd day of September, 1884, with power to the Governor-in-Council, by order to be published in the *Gazette*, to declare an extension of the duration of such rights, powers and privileges for any further time not exceeding ten years at a time.

The rights of the defendant company to lay down, maintain, work and use the tramway in question seem therefore to have expired on the 22nd day of September, 1904, or several days before the collision between the plaintiff's ricksha and the defendant's truck occurred; for the *Gazette* has not published any Order-in-Council extending the term of such rights beyond the 22nd day of September, 1904.

This opens up a nice question as to the legality of the acts of the defendant company in moving trucks on the said tramway after the 22nd day of September, 1904. I merely advert to this state of affairs, but do not pass any judgment upon it, because the point was not noticed during the course of the action.

As regards the damages to be awarded to the plaintiff, I fix the sum at \$200. There will, therefore, be judgment for plaintiff for \$200 and costs.

HIGH Commissioner, Teh Liang wires to Peking protesting against the payment of indemnity in gold. He is instructed to negotiate with the foreign Consuls at Shanghai together with Tuan Fang, acting Viceroy of Liang Kiang.—*Universal Gazette*.

THE WEATHER.

The following report is from Mr. J. J. Munmer, Chief Assistant of the Hongkong Observatory:—

On the 23rd at 11.40 a.m. the barometer has risen generally throughout China and fallen in Japan.

The depression in northern Japan has moved to the south-eastward into the Pacific, and the depression in the China Sea would appear to have moved westward and is probably filling up.

Fresh to strong N.E. monsoon prevails in the Formosa Channel and the northern part of the China Sea and very disturbed weather further southward.

Forecast—Strong N.E. winds, fine.

W. ATIS CONTRABAND.

At the Supreme Court this morning, the Chief Justice said that it was possible for him to get through such a lengthy document, he would deliver judgment to-morrow morning, in the action brought by the Oskas Shosen Kaisha, against the owners of the Norwegian steamer *Prins Eitel Friedrich*. He subsequently said he would give judgment on Friday.

THE S.S. "PRINZ EITEL FRIEDRICH"

ARRIVES AT HONGKONG.

That there are palaces afloat is made patent by the arrival in the harbour this morning of the latest addition to the Norddeutscher Lloyd's Far Eastern line, in the shape of the *Prins Eitel Friedrich*, a veritable leviathan, now on her maiden trip from Hamburg to Yokohama. This fine vessel, 450 ft. of steel, is 488 feet long, 55 ft. in breadth, and 34 feet deep. Her registered tonnage is 8,664, and 5,000 net. She is fitted with twin screws, and has quadruple expansion engines, her indicated horse-power being 7,500, with an average speed of 16½ knots. Her bridge-house is built of teak wood, which entirely takes the place of the old canvas, and being fitted with six large port-holes, commands an interrupted view all around. Here there are two telegraphs for communicating with the engine room, and one for the steerman. There are also electric alarms, by means of which, in case of fire, all the passengers can simultaneously be called on deck, each cabin being fitted with an alarm bell. Besides this there is a machine by means of which, by releasing a lever, the water tight bulkheads in the holds can be instantly closed in case of accident. She has also patent fog signals, and telephones communicating with all parts of the ship. The *Prins Eitel Friedrich* has the credit of being the first steamer to be fitted with these latter contrivances. From this same room, moreover, all the clocks in the ship can be set to proper time by one movement; and, thus, if one clock is right all are right, and *vice versa*. Aboard the wheel-house is a special turbine invention by means of which all the electric lights on deck can be turned on independent of the engines. She carries five boilers—two double cylindrical, two single, and one deck-boiler, and maintains 24 fires. On her boat deck are twelve lifeboats capable of carrying 900 persons, besides other boats of various capacities. On deck are eleven cargo winders, working over five hatches. The first class saloon is a fine, handsome apartment, upholstered in green morocco leather and plush, there being seating accommodation for 165 passengers. Here the walls are covered with white silk rep of tasteful design, with many oil paintings, while the dome is decorated in Empire style, in green, gold and white, with motifs. Above and about the saloon is the writing-room and lounge for gentlemen, and the music room, in which the band is stationed to play during dinner. In line with the saloon is the smoking room, bar and cardroom, communicating by a passage with the saloon rendering it unnecessary to go on deck in case of dirty weather. Next is a very fine and lofty gymnasium with all the latest and most up to date contrivances for taking in-door exercise. On the lower deck, of which there are six, is a children's nursery, and dining room with a nurse in attendance. In all the ship has 46 first class cabins, 64 second, and accommodation for 600 third class passengers. The first and second are luxury itself, being fitted with wardrobes, tables, electric fans, and upholstered in grey and white rep, while the second class fixtures are but little different to and certainly not inferior to the first. The second saloon is entirely framed in rosewood, and is as fine an apartment as many first class ones in regular liners. Aboard the saloon on the main deck is the barber's shop, a well-fitted room, and beside it is the primary room where the daily menus are run off the press. The pantries and kitchens are cleanliness itself. The *Prins Eitel Friedrich* is a registered cruiser, and well protected below the waterline. She carries a crew of 220, all told.

On the voyage out, on the 9th inst., a fancy dress ball was held in honour both of the birthday of King Edward and of the Empress of Germany, the captain, proposing the King's health, and Mr. C. J. Birch, Resident of Penak, who was among the passengers, responding and proposing the health of the Empress of Germany, also of the Captain, and success to his new ship. On the 15th another entertainment was given in honour of the name day of King of Belgium, 20 Belgians proceeding to join their Legation at Peking, holding a small full dress parade on board in honour of the occasion.

On leaving Antwerp there were no less than 7,000 people on the wharf to bid some attaches farewell. Captain Leide is an old and well-known commander in the Far East having been in the service of the Norddeutscher Lloyd since 1887, and making 23 trips out this way. Three other vessels of the same description as the *Prins Eitel Friedrich* are now on the stocks and are expected to be launched about a year hence. These are designed to take the places of the *Prinzess Alice* and the *Bayern* in the Far Eastern passenger and cargo trade.

SHIPPING AND MAILS.

MAILS DUE:
French (*Tankin*) 10th inst.
Indian (*Kunipang*) 21st do.
American (*Dolph*) 8th prox.
American (*Manchuria*) 17th prox.

The P. & O. S. N. Co.'s *Soolah* left Singapore for this port on 22nd inst. at 6 p.m.

The Jara-China Japan Line's *Tsushima* left Macassar for this port on 23rd inst. and may be expected here on 2nd prox.

The I. C. S. N. Co.'s *Kunming* left Calcutta for this port via the Straits on 20th inst. and may be expected here on 7th prox.

The R. A. L. S. *Armeda* from Hamburg will leave Manila for this port on 26th inst. and may be expected here on 30th inst.

TELEGRAM

(Reuter's)

The Russian Baltic Fleet.

LONDON, 21st November.

The correspondent of the *Express* at Cana wires that the officers and men of the Russian Baltic fleet, in a state of wild intoxication, roamed about the streets insulting and assaulting the inhabitants. In their drunken brawls they murdered at least five persons. Forty Russian sailors deserted from their ships.

LATER.

The Japanese House Tax.

The Hague Tribunal on the Japanese House Tax was opened yesterday.

The War.

General Kuropatkin reports that on the night on the 16th October four volunteers blew up a Chinese building on the Russian left, occupied by 25 Japanese, all of whom were killed or wounded. Otherwise everything was quiet.

"DOROTHY"

AT THE THEATRE ROYAL.

The second production of *Dorothy* at the hands of the Amateur Dramatic Club last evening indicated that, generally speaking, the performers had availed themselves of the kindly criticisms and suggestions printed in the press on the occasion of their first appearance. Though the audience was not so large as on Saturday when H.E. the Governor and the visiting cricket teams were present the frequent applause testified to the genuine satisfaction given and spoke well for the success of future performances. There are those who, without visiting the theatre when amateurs hold the boards, cannot be convinced that our local dramatic club is staying an excellent performance, and until this delusion is dissolved there will always be absenteees. Fortunately, however, they are in the minority, and there is every reason for believing that the run of *Dorothy* will be attended with great success. The piece is to be performed again this evening, and on Thursday, Saturday, and Monday next.

FOUR THOUSAND YEARS OF CHINA.

MR. J. DYER BALL'S LECTURE.

At the City Hall last evening, Mr. J. Dyer Ball, the author of that well-known work on various subjects connected with China, addressed a gathering of ladies and gentlemen assembled under the auspices of the Hongkong Odd Volumes Society, on "The Origin and Progress of the Chinese."

The chair was taken by the Hon. F. H. May, C.M.G., while H.E. the Governor was among those who took a keen interest in the remarks of the lecturer.

In opening his subject, Mr. Dyer Ball acknowledged the difficulty of compressing four thousand, or more, years of history into the space of one hour, and in a remarkably concise address proceeded to speak of what was known of the Chinese nation from a mythological period through a mythical and semi-mythical one down to almost the present time. The mythological period covered from forty-five thousand to five hundred thousand years and commenced with the creation. This was followed by ancient or legendary history; then came the golden age when roads were made and vessels built for inland waters, as well as for the open sea. This was during the time of the Emperors Yao and Shun—two of China's greatest sages—when the whole population of the empire was only between one and two millions. The Yellow River and the Province of Honan were brought under cultivation, whereas in other parts wild beasts abounded, inhabiting vast jungles through which their tracks were the only roads. Having referred to some of the more important inventions of the era, the lecturer passed on to the time of feudalism when Confucius, Mencius and Lao-tse were alive and exercised an important influence on the country. Throughout the whole of this Chou dynasty there was continual strife among the people; but out of it all grew the material on which a greater China should be established, and when the southern border-line of the Empire was extended to the south of the Yangtze. When at length the famous Chou dynasty was destroyed, Emperor Chi Hwang-ti sat on the throne as the first representative of the Tsin dynasty. He was the Napoleon of China and commenced the building of the great wall, besides constructing palaces, public edifices, canals and roads. One act, however, of his destroyed his reputation among the Chinese; as being desirous of blotting out all records of former China and wishing to pose as the first Emperor he ordered the destruction of all classical works by fire. Having alluded to the Han dynasty, famous for the introduction of Buddhism, he touched on the Tang dynasty, another illustrious period in Chinese history when the western boundaries of the empire were extended and comparative peace reigned supreme. Then came the Sung dynasty (A.D. 960-1126), a prince of which he camped on the Kowloon Hinterland and is commemorated by a huge boulder at the top of a hill near the sea this side of Kowloon city. The lecturer then alluded to other important epochs of China's history, and in his concluding remarks ventured the opinion that, as a result of the money subscribed by foreigners in Hongkong, for the natives of Kwangsi, during the famine two years ago, anti-foreign feeling was gradually dying out in the Two Kwang provinces.

The lecturer, who was loudly applauded at the conclusion of his address, was then thanked by the Hon. F. H. May, after which a similar compliment was paid the Chairman, at the instance of the Hon. Gershom Stewart.

NAVAL WEDDING AT HONGKONG.

COMMANDER GUNN MARRIED.

A pretty and somewhat unique wedding for Hongkong was celebrated, to-day at St. John's Cathedral, when Captain Guy Reginald Archer Gaunt, present commander of the H.M. battleship *Vengeance*, was married to Margaret, widow of Mr. Philip Jukes Worthington, of Leek, Staffordshire, second daughter of Mr. Thomas Wardle, of Leek and Swinsley. The ceremony was performed by the Rev. W. H. Chappell, chaplain, H.M.S. *Vengeance*. The bride, who was tastefully dressed in cream lace over cream silk, wearing a picture hat with cream ostrich plumes, was given away by the Hon. Gershom Stewart, Mrs. Gershom Stewart lending her support to the bride. The groom was attended by Captain Harris, R.M.A., of Commander Gaunt's ship. The service concluded, a large number of bluejackets and marines from the *Vengeance* lined up, while rice was freely passed round, and abundantly showered on the newly-wedded couple as they left the Cathedral. Upon taking up their positions in their chairs, photographs of the party were secured and then the bluejackets and marines, chasing the coolies away, took charge of the chairs and hoisted their captain and his bride shoulder high, and so started out for the residence of Mr. Murray Stewart at the Peak, where they will remain prior to leaving for Macao and the West River for their honeymoon. At the request of the bride the wedding was very quiet, the reception previously arranged being cancelled. Many beautiful presents were received by the happy pair, notably a quantity of valuable silver sets from the messes of the bridegroom's vessel. The bride arrived this morning from home in the s.s. *Princess Alice* and was met by Capt. Gaunt who coxswained the boat's crew of Ward Room officers of his ship, who pulled the happy pair from Kowloon to Hongkong side. While passing the battleship *Vengeance*, the garland was hoisted betwixt the masts and the men and officers on deck cheered and clapped.

Capt. Gaunt is like most naval men very unassuming, and was heard to declare that he would willingly do away with all ceremony and fuss, but his ship's company would otherwise (as recorded above). To-night the health of the bride and groom will be drunk aboard her having provided for each man getting the wherewithal to do so.

THE COLLISION IN HONGKONG HARBOUR.

THE ACTION RESUMED.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) and the Hon. L. A. W. Barnes-Lawrence (Nautical Assessor), the hearing of the complicated action, brought by the North German Lloyd Steamship Company, as owners of the s.s. *Wongkoi*, against the British India Steam Navigation Co., Ltd., to recover the sum of \$100,000, damages in respect of a collision in Hongkong harbour on the evening of the 3rd August, between the *Ujina* of the last named Company, and the *Wongkoi*, aforesaid, was resumed.

Hon. E. H. Sharp, K.C., (instructed by Messrs. Johnson, Stiles and Master) was for the plaintiffs, and Mr. M. W. Slade (instructed by Mr. John Hastings) for the defendants.

Sidney Smith Boon was called, and said that, on the day in question he was master of the *Ujina*. He had held a master's certificate since 1887, and had been captain in the British India Co. since 1890. On the day of the collision he had been master of the *Ujina* a year and nine months. He had brought the *Ujina* into Hongkong about a dozen times, but not at night. He had left the harbour once at night. On the night in question he took a Chinese pilot outside the harbour, but he gave all the orders on the bridge. When he entered the Sulphur Channel, the *Wongkoi* would be a mile or a mile and a half ahead. On the bridge, beside himself and the pilot, were the Indian helmsman, and the third officer. He gave the orders to the helmsman in Hindustani. The look-out man and leadsmen on duty were also Indians. The North Channel was the deeper of the two, but the Chinese pilot said there was plenty of water in Sulphur Channel, and this proved to be the case. All the times, etc., were kept in his presence by the third officer. Outside he had been driving his ship along to save daylight, but he had dropped from nine to about seven and a half knots when just outside Sulphur Channel.

Mr. Slade proceeded to ask the witness a number of questions regarding speed, when

His Lordship said that, in his opinion, this was not the point at all, inasmuch as the more speed there had been, the greater the likelihood of avoiding the collision.

Witness, continuing, said that before entering the channel he had been steering by the compass, but afterwards steered by the land. He shut the light off the binnacle, so could not state exactly which way his vessel was heading. On getting through the channel he starboarded his helm, with the intention of anchoring in the deep water off Stonecutters Island. Immediately afterwards he saw the *Wongkoi*, with a number of bright lights burning, bearing ahead of him about two to three points on his port bow. After starboarded he had to get out of the way of a junk, and then had to port his helm in consequence of receiving what afterwards proved to be a false cast of the lead. When he ported to avoid small water, it brought the *Wongkoi* two points on his port bow. He saw no specific navigating lights on the *Wongkoi*, but at the same time a number of bright lights. They were all at the stern and quarter, and he naturally thought she was under way. When he saw all these lights, he starboarded with the idea of passing to the west of the light. As soon as the ship was affected by starboarded he saw a red light about two points on his port bow, and on the *Wongkoi*, he came to the con-

clusion, presuming that the *Wongkoi* was under way, that she was crossing him, at right angles, going to the westward. When he saw the red light he promptly ported his engines still going at half speed. If the *Wongkoi* had been under way, this manoeuvre would have easily cleared her. He then heard three short blasts from the *Wongkoi*, and immediately went full speed astern on account of the fact, that presuming the *Wongkoi* was under way, the three blasts meant that she was going astern. The red light was visible at the time he gave the order to stand by the anchor, and appeared to go out shortly after. He also observed two bright lights above the level of the *Wongkoi*'s awnings. The suggestion that the red light was that of another vessel, beyond the *Wongkoi*, was simply impossible. There was only just a slight movement on his vessel, at the time she struck the *Wongkoi*, and he backed out in just a few seconds. The displacement of the *Ujina* was between 11,000 and 12,000 tons. After the collision and when he was anchored, a steam launch came alongside and whistled. There were two Europeans on board, one of whom said he was superintendent of the N. D. L., and asked witness if he heard three blasts from the *Wongkoi*. Witness replied "There must be an inquiry into this." The cause of the collision is seeing your red light.

His Lordship:—Did he say anything else?

Witness:—No, my Lord. He cleared out quick.

Mr. Sharp objected to this evidence on the ground that the Europeans in question were not in the Colony.

Cross-examined:—He had not seen the Chinese he engaged since. He wanted to keep him to get his evidence, the pilot having stated that he saw the red light. But he left the ship the following morning and he had not seen him since. When he saw the lights he did not think that it was the *Wongkoi* which he had been following up. It did not necessarily follow that a ship coming in in the dark would anchor in that position. Finding, after porting his helm, that she did not respond in three minutes, he did not think it would be better navigation to have kept on his swinging to get on a parallel course with the *Wongkoi*. Had he done so, he would have broken the rules of the road, which were iron-bound. His only course was to go astern. When he saw the red light on the *Wongkoi* he naturally thought something was wrong. He did not drop his anchor at once because he expected the porting to do all that was necessary, if the *Wongkoi* was under way. He did not see the *Brunkilde* at any time.

Re-examined:—When he starboarded to go under the stern of the *Wongkoi* he had plenty of room to have done so, supposing she had been a vessel under way.

On re-assembling after the luncheon interval, the witness was re-called, and said that on entering Sulphur Channel, there was never anything between his ship and the *Wongkoi*. He minutely explained on the chart his various movements from the time of entering Sulphur Channel.

Hon. E. H. Sharp, K.C., then briefly addressed the Court for the owners of the *Wongkoi*. The facts he said they might pass rapidly over, for the fact that on either side they seemed to be extraordinarily agreed. He proceeded to deal with the specific acts of default alleged on either side, and in the first place argued that the general conduct of the *Ujina* went to show that a proper lookout was not kept. Also that she failed to keep out of the way of the *Wongkoi*, then anchored in what was recognised as being a regular anchorage, and further that when she starboarded on the last occasion, she attempted what was known as a close shave. The next default they alleged against the *Ujina* was that she was entering the harbour, under all the circumstances at what was too great a speed. He would not press that point, however, because he understood that the Assessor held differently.

His Lordship: We have it that he was making for deep water, where there would be practically no ships anchored.

Hon. Sharp remarked that the point was important, it not being a matter of so many miles an hour, but of the general circumstances, having regard to the crowded state of the Harbour. He also alleged default in regard to the dropping of the *Ujina*'s anchor, and urged that it ought not to have been too late, as the Captain had stated, to drop a second anchor. Dealing with the two points alleged against the *Wongkoi*, the first and most material point in the case was that the *Wongkoi* exhibited a red light on the starboard side. Now, in regard to that he said that if any red light was visible to those on the *Ujina* such red light was not on board the *Wongkoi*. He dealt with the evidence adduced on behalf of the *Wongkoi* and laid particular stress upon the testimony given by the crew of the *Brunkilde*, and said there could be no reasonable doubt, that if the red light alleged had been on the *Wongkoi* those on the *Brunkilde* from her special position must have seen it. His explanation of the red light was that the *Ujina* mistook a light somewhere beyond the *Wongkoi* for a light on that vessel. What particular light it was, was not for him to say, nor could he say. In conclusion, he alleged faulty manoeuvring on the part of the *Ujina*, and submitted that the *Ujina* had wholly failed to prove the allegation that this red light was on the *Wongkoi* and further that the collision was due solely to the act of the *Ujina*.

Mr. Slade replied and quoted from the Merchant Shipping Act, and the Prevention of Collisions at Sea to conclusively prove that a red light exhibited on the starboard side of any ship at anchor, or anywhere on the ship, rendered her to blame in the event of a collision. He proceeded to contrast the credibility of the witnesses and discounted the evidence of the two Chinese, who alleged to have removed the side-lights and blown them out on the bridge, before taking them down below. He maintained that the Captain could not have seen this operation carried out.

His Lordship did not see, why, from the position of the Captain, he could not have been watching the *Ujina*, and at the same time have seen the sailor extinguish the red light.

The Court adjourned at 4.40 until to-morrow morning.

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, 23rd November.

CANTON-MACAO RAILWAY.

The railway Convention has been the subject of more or less general comment. It is not regarded as an unqualified success, for Portuguese diplomacy. According to the opinion of a good many the Portuguese Minister has again cut a sorry figure, in the abortive attempt to secure any material advantage from the Chinese authorities for this Colony. What they appear to have granted on the one hand, has been more than counteracted by what they will gain on the other. The Convention in its present form benefits (after the Chinese Government) the members of the Syndicate holding land in the Heungshan district. These members are not Portuguese. The agreement stands as a splendid tribute to the faithfulness with which Chinese interests have been served.

It is understood that the draft articles of association of the Portuguese-Chinese Company, will shortly be taken in hand. The Companies Ordinances of Hongkong will be relied upon for the basis of the regulations which are in course of preparation. There is no doubt whatever that, judging by the flourishing condition of most of the Companies formed under the English Colonial enactments, that the laws adequately safeguard the interests of shareholders, at the same time as they afford ample scope for the companies' operations. It must, however, be remembered that in your colony the laws of the land have no bounds set to them, whereas those proposed for the local company will be fettered by the restrictions imposed by the Chinese law concerning commercial companies sanctioned by the Imperial Decree of 5th day of 12th moon of Kwong Su, THE RELIGIOUS PROCESSION.

In these notes a fortnight ago a sketch was given of the route to be taken by the forthcoming great religious procession about the middle of next month. The route is now definitely outlined exactly as stated in your columns. Venetian naves are in course of erection on either side of the road from the Hermitage of Penha to the Lighthouse along Praya Grande. At appointed intervals skeleton frames for the triumphal arches have been put up. These will be adorned with paintings symbolic of the festival and of the many religious congregations formed by members of the Roman Catholic community. Given good weather the procession by day and the illumination by night will excel anything of their kind yet witnessed in this Holy City.

THE BACHELORS' BALL.

The work of the organizing committee in connection with the Bachelors' Ball is proceeding apace. Quite a number of visitors is expected from Hongkong. The ball will be attended with great *clat*. His Excellency Governor Montenegro gave the deputation of the committee a most cordial reception and assured the popular president (Dr. L. P. Marques) that he had great pleasure in accepting the committee's invitation being headed as it is by such well-known gentlemen as the Doctor and his *confere*, Dr. Espinacao. The suggestion by the Macao correspondent of your senior morning contemporary that the ball has been organized in opposition to the religious festivals in December is treated with ridicule here. It is surprising that such utter rot could find publicity, and does not speak much for the veracity of information emanating from this source to the Hongkong press.

The resignation of the naval officers from the Committee is pure fiction. I have been at much pains at ascertaining if there had been any change, and am authoritatively informed that the three gentlemen whose names are included in the list set out in my communication printed in the *Telegraph* of 12th inst. remain as before. There was a little *contreltemps* in the matter of invitations, but in this as in the entire conduct of the affairs of the ball the Committee's attitude, which has been correct throughout, must be upheld. Great discrimination and some caution have to be exercised by the gentlemen who are responsible for the success of the social function.

A FORTHCOMING MASONIC BANQUET.

A meeting of the general committee of Lodge St. John (68 S.C.) was held in the Masonic Hall, Zetland Street, last evening to arrange for a banquet and concert to celebrate St. John's Day (12th December). It was decided that the banquet should be a subscription one, only Master Masons to be permitted to attend. The following sub-committees were appointed:—

Supper and Wine Committee.—Wor. Bros. H. Horley, J. A. Tarrant, and Bro. J. L. Cotter.

Invitation Committee.—Wor. Bros. H. Horley, J. Dickie, and H. B. Bridger.

Music Committee.—Wor. Bro. H. B. Bridger, Bro. C. J. Tyndale Lea, H. F. Campbell, A. P. Goodwin, and J. L. Cotter.

Decoration Committee.—Wor. Bros. H. Horley, J. A. Tarrant, J. Dickie, H. B. Bridger, C. F. Focken, H. T. Jewitt, Bro. J. L. Cotter, R. Hemmings, C. J. Tyndale Lea, E. A. Earby, H. W. Strike, A. P. Goodwin, and A. Ritchie.

To-day's Advertisement.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Capt. Geo. Payne, will be despatched as above, on WEDNESDAY, the 30th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd November, 1904. [1265]

To-day's Advertisements.

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY,"

IN THREE ACTS,

Will be Produced on the following dates:—

TO-NIGHT,

(WEDNESDAY), 23rd November, 1904.

THURSDAY, 24th " "

SATURDAY, 26th " "

MONDAY, 28th " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The BOOKING OFFICE (at The Robinson Piano Co.) will be opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trams quarter-of-an-hour after Fall of Curtain.

Stalls and Dress Circle... .. \$3
Pit Stalls... .. " 2
Pit... .. " 1

A. CHAPMAN,
Business Manager.
Hongkong, 23rd November, 1904. [1177]

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY,

NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT!

AND EVERY NIGHT,

AT 9 P.M.

OUR NEW PROGRAMME

OF STAK ACTS.

EVERY ITEM A SUCCESS.

FRIDAY NIGHT, November 25th,

FIRST HIGH JUMPING CONTEST,

For China Ponies 14.2 and Under.

A Handsome Trophy for the Winner.

SATURDAY NIGHT, November 26th,

Captain Lindo will enter the Den of the

Four Forest Bred Nubian Lions "Kitty,"

"Fin," "Champion" and "Empress."

NEXT GRAND MATINEE,

SATURDAY AFTERNOON, November 26th.

Doors Open 3 o'clock. Commence 4 o'clock.

Children Half Price to Matinees only.

PRICES OF ADMISSION:

\$3, \$1, 50 Cents (for Chinese only).

N.B.—The Menagerie will be thrown open

daily between the hours of 10 A.M. and 5 P.M.

for inspection of animals.

ADMISSION 20 CENTS.

N.B.—The Electric Tramway Co. will run

Special Cars before and after the performances.

Looking Office for Box Seats and Dress

Circle at the ROBINSON PIANO Co.

MADAME HARMSTON-LOVE, Proprietress.

ROBERT LOVE, Manager.

R. ALTON & A. LEONARD, Agents.

Hongkong, 23rd November, 1904. [1256]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. C. LOWE, Esq., to Sell by

PUBLIC AUCTION,

ON

MONDAY,

the 28th November, 1904, at 2.30 P.M., within his

residence, No. 10, Knutsford Terrace, Kowloon,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD HATSTAND with BE-

VELLED GLASS, OVERMANTEL,

MOR COO-COVERED CHAIRS, TEAK

WOOD EXTENSION DINING TABLE

AND CHAIRS, Mahonburk's make DINER

WAGON, GLASS-WARE, PICTURES,

MARBLE-TOP WASHSTANDS and

DRESSING TABLES with GLASS, WAR-

DROBES, CHEST-OF-DRAWERS, &c., &c.;

ALSO

2 LADY'S BICYCLES and a quantity of

PLANTS in Pots.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 23rd November, 1904. [1264]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M. the 25th instant, will be

landed at Consignees' risk and expense into

Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd November, 1904. [1263]

NORDEUTSCHER LLOYD, BREMEN,

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 5 P.M.,

TO-DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 30th instant, will be

subject to rent.

All broken, chafed, and damaged Goods are to

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUR
GLASGOW and LIVERPOOL	"KEEMUN"	26th November.
GLASGOW and LIVERPOOL	"MOYUNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.

S.S. "KEEMUN" left Singapore on the 19th inst., p.m., and is expected here on the 26th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MARSEILLES & L'POOL	"DARDANUS"	20th December.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN.	"CHIELI"	24th November.
KOBE	"CHANGSHA"	24th " p.m.
SHANGHAI	"WHAMPOA"	25th "
NINGPO and SHANGHAI	"NINGPO"	25th "
AMOI, TAIPEI, and MANILA	"SUNGKIANG"	26th "
COOKTOWN, CAIRNS, TOWNSVILLE, Brisbane, Sydney & Melbourne	"TAMING"	29th "
	"CHANGSHA"	10th December.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd November, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	THURSDAY, 24th Nov at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 3rd Dec. at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st November, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL.
PROPOSED SAILINGS.

Steamship	About
"CLAVERDALE"	30th December, 1904.
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 15th, "
"ARABIA"	4,181	Bahle	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
45, DES VOUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 259.
Hongkong, 1st October, 1904.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION CO., LIMITED.

AUSTRALIAN LINE.
REDUCTION IN PASSAGE RATES.
From 1st January, 1904.
ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation, Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WAI KEE.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey\$4
Meals(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd " 1.50
Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 1.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.

Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page will make an EXCURSION
TRIP TO MACAO, ON EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00.
" Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board,
at \$1 each meal.

YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

Steamship	Tons	Captain	To Sail at Daylight on
"ST. HUGO"	6,666	T. W. Garlick	6th December.
"SHIMOSA"	4,417	G. V. Williams	18th "

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.
Hongkong, 23rd November, 1904.

Shipping—Steamers.

AUSTRIAN LLOYDS STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CO-
LOMBO, BOMBAY, KARACHI, ADEN,
SUEZ and PORT SAID.
(Taking Cargo at through rates to the Straits,
to South Africa, Persian Gulf, Red Sea,
Black Sea, Levant, Venice and
Adriatic Ports).

THE Company's Steamship

"MARIA VALERIE"
Captain Berbenovich, will be despatched as
above, on FRIDAY, the 25th instant, P.M.

For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Princes' Buildings.
Hongkong, 1st November, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"TONKIN,"
Captain Schmitz, will be despatched for the
above Ports, on or about MONDAY, the 28th
instant.

For Freight or Passage, apply to
L. BRIDOU,
Acting Agent.
Hongkong, 22nd November, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"FURNEA,"
Captain Pearson, will be despatched as above,
on TUESDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 21st November, 1904.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

"SIMLA,"
Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 3rd
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. "China," 7,912 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London under arrangement, will
be transhipped at Colombo into the Mail
Steamer, proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Persia,"
due in London on the 15th January, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 19th November, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Phalaris	3,753	F. G. Purington	Ab. Dec. 17
Tremont	9,666	T. W. Garlick	Jan. 10
Lyra	4,417	G. V. Williams	Feb. 9
Phalaris	3,753	F. G. Purington	Mar. 4

† Cargo only.
FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.

Tremont..... 9,666 T. W. Garlick. Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "Shamouti" and "Tremont"
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop, and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 21st November, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., S.S. "Moldavia" and
"Sardinia."
From Persian Gulf, &c. B.I.S.M. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.

Goods not cleared by the 26th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 20th November, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

"CHINA,"
The above Steamer having arrived, Consi-
gnees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by THURSDAY, the 24th instant, at Noon,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.
E. W. TILDEN,
Agent.
Hongkong, 21st November, 1904.

TOYO KISEN KAISHA.
NOTICE.

"AMERICA MARU,"
The above Steamer having arrived, Consi-
gnees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by SATURDAY, the 26th instant, at Noon,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.
E. W. TILDEN,
Agent.
Hongkong, 21st November, 1904.

Intimations.

CHINA AND JAPAN TELEPHONE
AND
ELECTRIC COMPANY, LIMITED.

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES.

ELECTRIC BELLS.

SWITCHES.

TELEPHONES.

INSULATORS.

WIRE.

S.C. & C. & C.

SEND FOR PRICE LISTS.

AND
ESTIMATES.

ADDRESS—1, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG.

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(84) A. S. WATSON & CO., LTD.
ORDERS, particularly attended to, and
CHARGES most moderate.

AN INSPECTION WELCOMED.
Hongkong, 21st November, 1904.

To Let.

TO LET

GODOWN No. 3, New Praya, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 21st November, 1904.

TO LET

NO. 1, STEWART TERRACE
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 20th March, 1904.

TO LET

NO. 1, RIFON TERRACE in FLATS.
A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAVA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 18th October, 1904.

TO LET

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 16th June, 1904.

TO LET

FINE LARGE STORE in QUEEN'S ROAD.
Most central position.
Apply—
"X,"
Care of Hongkong Telegraph Office.
Hongkong, 12th September, 1904.

TO LET

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 12, GAF ROAD, facing

Intimations.

SANDAL CAPSULES

Efficacious because absolutely pure
English Oil. Not made of Guttiferone.
Full directions. All Chemists.

Sanitas

Unparalleled
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
Is a potent and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
Is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
Is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
Supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

Shipping.

Carl Diederichsen, Ger. s.s. 774, H. Schalkier, 22nd Nov.—Haiphong and Ho-ho 20th Nov., Gen.—J. & Co.

Nam Sang, Br. s.s. 2501, Geo. Payne, 23rd Nov.—Calcutta 6th Nov., via Penang and Singapore 15th, Gen.—J. & Co.

Chihli, Br. s.s. 1,224, G. Hooker, 23rd Nov.—Canton 22nd Nov., Gen.—B. & S.

Ningpo, Br. s.s. 1,228, Eddy, 21st Nov.—Canton 22nd Nov., Gen.—B. & S.

Prinz Eitel Friedrich, Ger. s.s. 5,001, E. Prehn, 23rd Nov.—Hamburg 13th Oct., and Singapore 18th Nov., Malla and Gen.—M. & Co.

Prince Robert, Br. 4-masted b.g. 2,555, Hansen, 22nd Nov.—New York 6th July, Kerosine.—S. O. Co.

Sungking, Br. s.s. 1,021, J. Robinson, 22nd Nov.—Philippines 19th Nov., Ballast.—B. & S.

Orange, Nor. s.s. 1,001, Joh. Dannevig, 22nd Nov.—Bangkok 8th Nov., and Anghin 12th, Gen.—S. W. & Co.

M. Simeu, Ger. s.s. 666, P. Brandt, 23rd Nov.—Tamsui 2nd Nov., Amoy 21st, and Swatow 22nd, Gen.—O. S. K.

Cleanances at the Harbour Office.

Tingtau, for Swatow.

Loos, for Bangkok.

Ilka, for Hongkong.

Hongkong, for West River.

Shun Lo, for West River.

Chihli, for Swatow.

Mausang, for Kudat.

Yingtau, for Canton.

Saint Eghart, for Calcutta.

Kuengtau, for Canton.

Chan On, for West River.

Hallong, for Swatow.

Kowloon, for Chinkiang.

Auchinard, for Kutchinotou.

Wingchay, for Macao.

Chukong, for West River.

Zafro, for Manila.

An Pho, for Swatow.

Nov. 23.

Prinz Regent Luitpold, for Europe.

Carl Menell, for Tournon.

Triumph, for Swatow.

Benalder, for Kohsichang.

Ningchow, for Shanghai.

Agamemnon, for Singapore.

Eastern, for Shanghai.

Loos, for Bangkok.

Hallong, for Coast Ports.

Kowloon, for Chinkiang.

Stettin, for Foochow.

Yingtau, for Shanghai.

Needler, for Sourabaya.

Gisla, for Shanghai.

PARAFRASES & OTHERS.

Per Namsang, from Calcutta, &c.—Messrs. D. Sillimont, C. E. Grey, H. E. Miller, 907 Chinese, and 1 Japanese.

Per P. R. Luitpold, for Hongkong from Yokohama—Messrs. Oppenheimer, Bourne, Telger, and Dr. v. Stora. From Kobe—Messrs. T. Euron and von Varchmin. Mrs. Thompson and child, Messrs. O. and H. Spier. From Shanghai—Mr. and Mrs. C. Danenberg, Mr. and Mrs. J. Pleasant. Messrs. Plaisant, D. H. Cooper, C. L. Lee, H. A. Craig, A. Moller, and Chaffignon. Mr. and Mrs. J. R. Michael, Messrs. T. T. Michael and J. Forst, Miss Pereira, Mr. and Mrs. (2) Grace, Messrs. Quillo, Wm. Hoffmann and Geon. Mr. F. J. N. Almeida and children, Mr. F. Schranke, Mrs. L. Sillimont, Mr. Taylor, Mr. Paul Seuf, and Miss Jone. For Singapore—From Kobe—Messrs. S. Oyama, Y. Oyama and Nagano. From Shanghai—Mrs. Miller and children, Misses Smith (3), Mrs. Geo. Peace and children, and Mr. H. C. Hudson. For Colombo from Yokohama—Mr. Peter Joss. From Kobe—Mr. J. Bundel. For Naples from Shanghai—Bato Wald. For Genoa from Yokohama—Mr. Acicari Alexander. From Kobe—Mr. and Mrs. M. Donohoe, Messrs. B. Ruge, D. Andolcetti, E. d'Ottono, T. Parodi, Olivari, Arturo, Bag-nasco, C. Guberti, Ciro, R. Dario, Dabole Luigi, Boarbara Vico, Bertoldi Angelo, Ursino Domenico, Revere Giacomo, Lega Federico, Perrone, Salvatore, Di Prince Ludovico, Chichola Guri, Beyruti Sebastiano, Berpe Nicola, Scarna Fiam, Carlo L. Poggi, Giacomo, Amato Natale, Bordonio G. Batta and Terracci Giuseppe. From Shanghai—Mr. and Mrs. Lilafranc, Mr. Alex. Campbell, Dr. Lasswitz,

Messrs. Franz Dorff and B. Kikum. For Gibraltar from Shanghai—Messrs. Jose Maria Franco and Am. Gomez. For Bremen from Shanghai—Messrs. Nivianon and G. Martiny. Miss Kiri Riwa. For London from Yokohama—Capt. H. Despard. From Shanghai—Mr. L. Fraser.

Per Prinz Eitel Friedrich, for Hongkong from Hamburg—Misses Elisabeth Neumann, E. Cyrus and Lina Diddankles. From Singapore—Messrs. Jules Gobert (2). From Southampton—Mr. and Mrs. A. Turner, Miss Cockburn, Mrs. Chapman, Mrs. A. M. Carmichael, Mr. and Mrs. A. Wookley, Mrs. F. Graham, Misses Annie Graham, Flora Graham, Alice Maud Graham and Fama Graham, Mrs. Broke, Mrs. Wilkie, Rev. J. Bland, Mrs. Bland and children, Misses Harvie, E. M. Scott, Taylor, E. A. Brash, A. L. Bell, A. McTavish, Mrs. Ben-champ, Mr. and Mrs. R. Horder, Messrs. F. Thomas, E. R. Fowler, J. Winter, Hans Zing, F. Wardman, and Dr. F. C. Mitchell. From Genoa—Messrs. E. Origies, W. H. Percell, T. M. Menz, Heinr. Furth, Worthington, Mr. and Mrs. Paul Nagel, Mrs. Huygen, Mr. and Mrs. Heermann, and Mr. A. Ross and family. From Singapore—Messrs. W. Busch, W. V. Robinson, Lieut. F. Chandler, Mr. John Cairns, Mrs. Schmidt, Messrs. John Glen and P. Bernalt.

Shipping Report.
Str. *Sungking* from Philippines—Ilolo to Kapones moderate S. winds, thence to port strong N.E. wind and sea, fine clear weather.

Str. *Prinz Eitel Friedrich* from Hamburg—During the voyage from Singapore which was left on 18th inst. at 6 p.m. to port, a strong monsoon was experienced with heavy sea and swell, and cloudy weather with frequent rain squalls.

Str. *Namsang* from Calcutta—Left Singapore on 15th inst. with light to moderate variable winds and smooth sea. The N.E. monsoon set on in Lat. 7° N. rapidly increasing to a moderate gale, with very heavy N.E. sea and thick rainy weather, on approaching the Paracels the wind and sea decreased slightly, shifting to the northward, from thence to port strong to moderate N.E. monsoon and heavy N.E. sea prevailed, cloudy overcast weather throughout.

Vessels in Port.

STRANGLERS.
Agincourt, Br. s.s. 2,876, Worsnop, 3rd Oct.—Hainan 1st Oct., Ballast—Order.
America Maru, Jap. s.s. 3,437, E. Bent, 17th Nov.—San Francisco 10th Oct., Honolulu 26th, Yokohama 9th Nov., Kobe 15th, Nagasaki 12th, and Shanghai 15th, Malla and Gen.—T. K. K.
Anghin, Ger. s.s. 1,001, F. J. Schaefer, 21st Nov.—Bangkok 10th Nov., and Swatow 20th, Rice.—B. & S.
Auchenard, Br. s.s. 3,271, R. Bryce, 20th Nov.—Kuchinotou 13th Nov., Coal.—M. B. K.
Breiz Huel, Fr. s.s. 2,933, J. B. Andraus, 19th Nov.—New York 26th Sept., Petroleum.—S. O. Co.
Changsha, Br. s.s. 1,463, T. Moore, 21st Nov.—Sydney via Ports 27th Oct., Gen.—B. & S.
China, Am. s.s. 3,187, D. E. Friele, 21st Nov.—San Francisco 25th Oct., and Shanghai 10th Nov., Malla and Gen.—P. M. S. S. Co.
Edelsale, Br. s.s. 2,711, Moore, 11th Nov.—Salon 18th Oct., Rice.—M. B. K.
Empress of Japan, Jap. s.s. 3,550, Henry Pybus, R. N. 1st Nov.—Yokohama 31st Oct., and Shanghai 10th Nov., Malla and Gen.—C. P. R. Co.
Ganges, Br. s.s. 2,271, Schald, 8th Nov.—Cardiff 22nd Sept., Coal.—D. & Co., Ltd.
Giang Bee, Br. s.s. 1,108, J. D. Follett, 20th Nov.—Samarang 8th Nov., Cotton and Sugar.—Heng Seng Chang.
Hongkong, Fr. s.s. 712, Suzoni, 22nd Nov.—Haiphong and Ho-ho 21st Nov., Pigs and Gen.—A. R. M.
Ikal, Br. s.s. 3,490, M. Robertson, 18th Nov.—Durban 20th Oct., Ballast.—G. L. & Co.
Jacob Diederichsen, Ger. s.s. 623, B. Olsen, 21st Nov.—Haiphong 19th Nov., Gen.—J. & Co.
Mausang, Br. s.s. 1,644, S. J. Payne, 8th Nov.—Sandakan 2nd Nov., Timber.—J. M. & Co.
Nanshan, Br. s.s. 1,674, Stovell, 16th Nov.—Moll 10th Nov., Coal.—B. & S.
Rajaburi, Ger. s.s. 1,190, D. Reimers, 19th Nov.—Bangkok 9th Nov., B. & S.
Salfordia, Br. s.s. 2,356, G. Gustling, 5th Nov.—Cardiff (Durban) 12th Aug., Coal.—D. & Co., Ltd.
Samsen, Ger. s.s. 1,996, F. Richwaldt, 21st Nov.—Bangkok 13th Nov., Rice.—B. & S.
St. Eghart, Br. s.s. 2,394, Caffarero, 11th Nov.—Philadelphia 14th Sept., and Labang 2nd Nov., Kerosine.—S. O. Co.
Suppy, Am. transport, 4,323, Comdr. G. F. Dyer, U.S.N., 22nd Nov.—Shanghai 19th Nov.
Team, Br. s.s. 1,346, A. Somerville, 18th Nov.—Manila 15th Nov., Gen.—J. & Co.
Wosang, Br. s.s. 1,127, H. S. Malkin, 20th Nov.—Hongay 17th Nov., Gen.—J. M. & Co.
Zafro, Br. s.s. 1,611, R. Rodger, 22nd Nov.—Manila 10th Nov., Gen.—T. & Co.

SAILING VESSELS.
Kaiser Friedrich, Fr. b.g. 1,576, Moel, 6th Nov.—New York 12th June, Oil in Patent Cases.—S. O. Co.
Erie T. Ray, Am. b.g. 918, Katten, 6th Aug.—Manila 20th June, Timber.—Order.

Steamers Expected.

Vessels From Agents Due

Ships Passed the Canal.
Outward—25th October—*Kalibia*, 29th October—*Kerman*, 1st November—*Glasgow*, 2nd November—*Sophia*, 3rd November—*Albion*, 4th November—*Stettin*, 5th November—*Albion*, 6th November—*Stettin*, 7th November—*Albion*, 8th November—*Stettin*, 9th November—*Albion*, 10th November—*Stettin*, 11th November—*Albion*, 12th November—*Stettin*, 13th November—*Albion*, 14th November—*Stettin*, 15th November—*Albion*, 16th November—*Stettin*, 17th November—*Albion*, 18th November—*Stettin*, 19th November—*Albion*, 20th November—*Stettin*, 21st November—*Albion*, 22nd November—*Stettin*, 23rd November—*Albion*, 24th November—*Stettin*, 25th November—*Albion*, 26th November—*Stettin*, 27th November—*Albion*, 28th November—*Stettin*, 29th November—*Albion*, 30th November—*Stettin*, 1st December—*Albion*, 2nd December—*Stettin*, 3rd December—*Albion*, 4th December—*Stettin*, 5th December—*Albion*, 6th December—*Stettin*, 7th December—*Albion*, 8th December—*Stettin*, 9th December—*Albion*, 10th December—*Stettin*, 11th December—*Albion*, 12th December—*Stettin*, 13th December—*Albion*, 14th December—*Stettin*, 15th December—*Albion*, 16th December—*Stettin*, 17th December—*Albion*, 18th December—*Stettin*, 19th December—*Albion*, 20th December—*Stettin*, 21st December—*Albion*, 22nd December—*Stettin*, 23rd December—*Albion*, 24th December—*Stettin*, 25th December—*Albion*, 26th December—*Stettin*, 27th December—*Albion*, 28th December—*Stettin*, 29th December—*Albion*, 30th December—*Stettin*, 31st December—*Albion*, 1st January—*Stettin*, 2nd January—*Albion*, 3rd January—*Stettin*, 4th January—*Albion*, 5th January—*Stettin*, 6th January—*Albion*, 7th January—*Stettin*, 8th January—*Albion*, 9th January—*Stettin*, 10th January—*Albion*, 11th January—*Stettin*, 12th January—*Albion*, 13th January—*Stettin*, 14th January—*Albion*, 15th January—*Stettin*, 16th January—*Albion*, 17th January—*Stettin*, 18th January—*Albion*, 19th January—*Stettin*, 20th January—*Albion*, 21st January—*Stettin*, 22nd January—*Albion*, 23rd January—*Stettin*, 24th January—*Albion*, 25th January—*Stettin*, 26th January—*Albion*, 27th January—*Stettin*, 28th January—*Albion*, 29th January—*Stettin*, 30th January—*Albion*, 31st January—*Stettin*, 1st February—*Albion*, 2nd February—*Stettin*, 3rd February—*Albion*, 4th February—*Stettin*, 5th February—*Albion*, 6th February—*Stettin*, 7th February—*Albion*, 8th February—*Stettin*, 9th February—*Albion*, 10th February—*Stettin*, 11th February—*Albion*, 12th February—*Stettin*, 13th February—*Albion*, 14th February—*Stettin*, 15th February—*Albion*, 16th February—*Stettin*, 17th February—*Albion*, 18th February—*Stettin*, 19th February—*Albion*, 20th February—*Stettin*, 21st February—*Albion*, 22nd February—*Stettin*, 23rd February—*Albion*, 24th February—*Stettin*, 25th February—*Albion*, 26th February—*Stettin*, 27th February—*Albion*, 28th February—*Stettin*, 29th February—*Albion*, 30th February—*Stettin*, 1st March—*Albion*, 2nd March—*Stettin*, 3rd March—*Albion*, 4th March—*Stettin*, 5th March—*Albion*, 6th March—*Stettin*, 7th March—*Albion*, 8th March—*Stettin*, 9th March—*Albion*, 10th March—*Stettin*, 11th March—*Albion*, 12th March—*Stettin*, 13th March—*Albion*, 14th March—*Stettin*, 15th March—*Albion*, 16th March—*Stettin*, 17th March—*Albion*, 18th March—*Stettin*, 19th March—*Albion*, 20th March—*Stettin*, 21st March—*Albion*, 22nd March—*Stettin*, 23rd March—*Albion*, 24th March—*Stettin*, 25th March—*Albion*, 26th March—*Stettin*, 27th March—*Albion*, 28th March—*Stettin*, 29th March—*Albion*, 30th March—*Stettin*, 31st March—*Albion*, 1st April—*Stettin*, 2nd April—*Albion*, 3rd April—*Stettin*, 4th April—*Albion*, 5th April—*Stettin*, 6th April—*Albion*, 7th April—*Stettin*, 8th April—*Albion*, 9th April—*Stettin*, 10th April—*Albion*, 11th April—*Stettin*, 12th April—*Albion*, 13th April—*Stettin*, 14th April—*Albion*, 15th April—*Stettin*, 16th April—*Albion*, 17th April—*Stettin*, 18th April—*Albion*, 19th April—*Stettin*, 20th April—*Albion*, 21st April—*Stettin*, 22nd April—*Albion*, 23rd April—*Stettin*, 24th April—*Albion*, 25th April—*Stettin*, 26th April—*Albion*, 27th April—*Stettin*, 28th April—*Albion*, 29th April—*Stettin*, 30th April—*Albion*, 1st May—*Stettin*, 2nd May—*Albion*, 3rd May—*Stettin*, 4th May—*Albion*, 5th May—*Stettin*, 6th May—*Albion*, 7th May—*Stettin*, 8th May—*Albion*, 9th May—*Stettin*, 10th May—*Albion*, 11th May—*Stettin*, 12th May—*Albion*, 13th May—*Stettin*, 14th May—*Albion*, 15th May—*Stettin*, 16th May—*Albion*, 17th May—*Stettin*, 18th May—*Albion*, 19th May—*Stettin*, 20th May—*Albion*, 21st May—*Stettin*, 22nd May—*Albion*, 23rd May—*Stettin*, 24th May—*Albion*, 25th May—*Stettin*, 26th May—*Albion*, 27th May—*Stettin*, 28th May—*Albion*, 29th May—*Stettin*, 30th May—*Albion*, 31st May—*Stettin*, 1st June—*Albion*, 2nd June—*Stettin*, 3rd June—*Albion*, 4th June—*Stettin*, 5th June—*Albion*, 6th June—*Stettin*, 7th June—*Albion*, 8th June—*Stettin*, 9th June—*Albion*, 10th June—*Stettin*, 11th June—*Albion*, 12th June—*Stettin*, 13th June—*Albion*, 14th June—*Stettin*, 15th June—*Albion*, 16th June—*Stettin*, 17th June—*Albion*, 18th June—*Stettin*, 19th June—*Albion*, 20th June—*Stettin*, 21st June—*Albion*, 22nd June—*Stettin*, 23rd June—*Albion*, 24th June—*Stettin*, 25th June—*Albion*, 26th June—*Stettin*, 27th June—*Albion*, 28th June—*Stettin*, 29th June—*Albion*, 30th June—*Stettin*, 1st July—*Albion*, 2nd July—*Stettin*, 3rd July—*Albion*, 4th July—*Stettin*, 5th July—*Albion*, 6th July—*Stettin*, 7th July—*Albion*, 8th July—*Stettin*, 9th July—*Albion*, 10th July—*Stettin*, 11th July—*Albion*, 12th July—*Stettin*, 13th July—*Albion*, 14th July—*Stettin*, 15th July—*Albion*, 16th July—*Stettin*, 17th July—*Albion*, 18th July—*Stettin*, 19th July—*Albion*, 20th July—*Stettin*, 21st July—*Albion*, 22nd July—*Stettin*, 23rd July—*Albion*, 24th July—*Stettin*, 25th July—*Albion*, 26th July—*Stettin*, 27th July—*Albion*, 28th July—*Stettin*, 29th July—*Albion*, 30th July—*Stettin*, 31st July—*Albion*, 1st August—*Stettin*, 2nd August—*Albion*, 3rd August—*Stettin*, 4th August—*Albion*, 5th August—*Stettin*, 6th August—*Albion*, 7th August—*Stettin*, 8th August—*Albion*, 9th August—*Stettin*, 10th August—*Albion*, 11th August—*Stettin*, 12th August—*Albion*, 13th August—*Stettin*, 14th August—*Albion*, 15th August—*Stettin*, 16th August—*Albion*, 17th August—*Stettin*, 18th August—*Albion*, 19th August—*Stettin*, 20th August—*Albion*, 21st August—*Stettin*, 22nd August—*Albion*, 23rd August—*Stettin*, 24th August—*Albion*, 25th August—*Stettin*, 26th August—*Albion*, 27th August—*Stettin*, 28th August—*Albion*, 29th August—*Stettin*, 30th August—*Albion*, 31st August—*Stettin*, 1st September—*Albion*, 2nd September—*Stettin*, 3rd September—*Albion*, 4th September—*Stettin*, 5th September—*Albion*, 6th September—*Stettin*, 7th September—*Albion*, 8th September—*Stettin*, 9th September—*Albion*, 10th September—*Stettin*, 11th September—*Albion*, 12th September—*Stettin*, 13th September—*Albion*, 14th September—*Stettin*, 15th September—*Albion*, 16th September—*Stettin*, 17th September—*Albion*, 18th September—*Stettin*, 19th September—*Albion*, 20th September—*Stettin*, 21st September—*Albion*, 22nd September—*Stettin*, 23rd September—*Albion*, 24th September—*Stettin*, 25th September—*Albion*, 26th September—*Stettin*, 27th September—*Albion*, 28th September—*Stettin*, 29th September—*Albion*, 30th September—*Stettin*, 1st October—*Albion*, 2nd October—*Stettin*, 3rd October—*Albion*, 4th October—*Stettin*, 5th October—*Albion*, 6th October—*Stettin*, 7th October—*Albion*, 8th October—*Stettin*, 9th October—*Albion*, 10th October—*Stettin*, 11th October—*Albion*, 12th October—*Stettin*, 13th October—*Albion*, 14th October—*Stettin*, 15th October—*Albion*, 16th October—*Stettin*, 17th October—*Albion*, 18th October—*Stettin*, 19th October—*Albion*, 20th October—*Stettin*, 21st October—*Albion*, 22nd October—*Stettin*, 23rd October—*Albion*, 24th October—*Stettin*, 25th October—*Albion*, 26th October—*Stettin*, 27th October—*Albion*, 28th October—*Stettin*, 29th October—*Albion*, 30th October—*Stettin*, 31st October—*Albion*, 1st November—*Stettin*, 2nd November—*Albion*, 3rd November—*Stettin*, 4th November—*Albion*, 5th November—*Stettin*, 6th November—*Albion*, 7th November—*Stettin*, 8th November—*Albion*, 9th November—*Stettin*, 10th November—*Albion*, 11th November—*Stettin*, 12th November—*Albion*, 13th November—*Stettin*, 14th November—*Albion*, 15th November—*Stettin*, 16th November—*Albion*, 17th November—*Stettin*, 18th November—*Albion*, 19th November—*Stettin*, 20th November—*Albion*, 21st November—*Stettin*, 22nd November—*Albion*, 23rd November—*Stettin*, 24th November—*Albion*, 25th November—*Stettin*, 26th November—*Albion*, 27th November—*Stettin*, 28th November—*Albion*, 29th November—*Stettin*, 30th November—*Albion*, 1st December—*Stettin*, 2nd December—*Albion*, 3rd December—*Stettin*, 4th December—*Albion*, 5th December—*Stettin*, 6th December—*Albion*, 7th December—*Stettin*, 8th December—*Albion*, 9th December—*Stettin*, 10th December—*Albion*, 11th December—*Stettin*, 12th December—*Albion*, 13th December—*Stettin*, 14th December—*Albion*, 15th December—*Stettin*, 16th December—*Albion*, 17th December—*Stettin*, 18th December—*Albion*, 19th December—*Stettin*, 20th December—*Albion*, 21st December—*Stettin*, 22nd December—*Albion*, 23rd December—*Stettin*, 24th December—*Albion*, 25th December—*Stettin*, 26th December—*Albion*, 27th December—*Stettin*, 28th December—*Albion*, 29th December—*Stettin*, 30th December—*Albion*, 31st December—*Stettin*, 1st January—*Albion*, 2nd January—*Stettin*, 3rd January—*Albion*, 4th January—*Stettin*, 5th January—*Albion*, 6th January—*Stettin*, 7th January—*Albion*, 8th January—*Stettin*, 9th January—*Albion*, 10th January—*Stettin*, 11th January—*Albion*, 12th January—*Stettin*, 13th January—*Albion*, 14th January—*Stettin*, 15th January—*Albion*, 16th January—*Stettin*, 17th January—*Albion*, 18th January—*Stettin*, 19th January—*Albion*, 20th January—*Stettin*, 21st January—*Albion*, 22nd January—*Stettin*, 23rd January—*Albion*, 24th January—*Stettin*, 25th January—*Albion*, 26th January—*Stettin*, 27th January—*Albion*, 28th January—*Stettin*, 29th January—*Albion*, 30th January—*Stettin*, 31st January—*Albion*, 1st February—*Stettin*, 2nd February—*Albion*, 3rd February—*Stettin*, 4th February—*Albion*, 5th February—*Stettin*, 6th February—*Albion*, 7th February—*Stettin*, 8th February—*Albion*, 9th February—*Stettin*, 10th February—*Albion*, 11th February—*Stettin*, 12th February—*Albion*, 13th February—*Stettin*, 14th February—*Albion*, 15th February—*Stettin*, 16th February—*Albion*, 17th February—*Stettin*, 18th February—*Albion*, 19th February—*Stettin*, 20th February—*Albion*, 21st February—*Stettin*, 22nd February—*Albion*, 23rd February—*Stettin*, 24th February—*Albion*, 25th February—*Stettin*, 26th February—*Albion*, 27th February—*Stettin*, 28th February—*Albion*, 29th February—*Stettin*, 30th February—*Albion*, 1st March—*Stettin*, 2nd March—*Albion*, 3rd March—*Stettin*, 4th March—*Albion*, 5th March—*Stettin*, 6th March—*Albion*, 7th March—*Stettin*, 8th March—*Albion*, 9th March—*Stettin*, 10th March—*Albion*, 11th March—*Stettin*, 12th March—*Albion*, 13th March—*Stettin*, 14th March—*Albion*, 15th March—*Stettin*, 16th March—*Albion*, 17th March—*Stettin*, 18th March—*Albion*, 19th March—*Stettin*, 20th March—*Albion*, 21st March—*Stettin*, 22nd March—*Albion*, 23rd March—*Stettin*, 24th March—*Albion*, 25th March—*Stettin*, 26th March—*Albion*, 27th March—*Stettin*, 28th March—*Albion*, 29th March—*Stettin*, 30th March—*Albion*, 31st March—*Stettin*, 1st April—*Albion*, 2nd April—*Stettin*, 3rd April—*Albion*, 4th April—*Stettin*, 5th April—*Albion*, 6th April—*Stettin*, 7th April—*Albion*, 8th April—*Stettin*, 9th April—*Albion*, 10th April—*Stettin</*

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " Beaujolais (Burgundy).
- 3 " Vin Rosé.
- 3 " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star		42 " " "
But Impérial		50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases, it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened, by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre	\$5.00
The Half-Litre	2.50

CHAZALON & CO.

Hongkong, 21st October, 1904.

SHARE QUOTATIONS.

STOCKS	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$175	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of 2 1/2% @ exchange 1/9.15/167 \$16.41 for first half-year 1904	\$701 buyers (London 470
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$39 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,400,000 \$117,390	\$150,494	\$17 for 1903	64 1/2% \$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,992 \$331,142 \$322,135	Nil.	\$4 for year ended 31.4.1903	64 1/2% \$4
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10% making 1 for 1903	74 1/2% Tls. 90 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$174,749 \$804,171 \$840,775	\$1,078,997	\$35 for 1903	54 1/2% \$650 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794 \$1,000,000 \$125,675 \$2,551	\$186,284	\$12 for 1903	8 1/2% \$150 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,675 \$2,551	\$319,047	40 dividend & \$1 bonus for 1902	8 1/2% \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,792,288	\$371,110	\$22 1/2 for 1902	64 1/2% \$335
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$50,935 \$250,000 \$500,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	64 1/2% \$34 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,205,000 \$1,000,000	\$16,362	\$14 for first half-year 1904	104 1/2% \$109 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,205,000 \$1,000,000	£5,853	10% for 1903 @ 1/10 5/16 = \$5.378	44 1/2% \$120
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2% Tls. 521 buyers Tls. 50
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of 1/4 (Coupon No. 4) for 1903	6 1/2% 24 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,000,000 \$60,000 \$15,093	£19,555	Interim of 1/4 (Coupon No. 4) for 1903	54 1/2% \$40
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$18,000 \$130,153	\$1,282	\$1.80 & b. 40 cts. for year ending 30.4.04 \$5.00 & b. 20 cts. for year ending 30.4.04	38 1/2% \$30
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	84 1/2% \$150 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 1/2% Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	\$235
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$72,905	\$3 for 1897	\$6
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	44 1/2% Tls. 65
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	Tls. 61 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$5	none	G \$672,093	Interim of 50 cents, account 1904	64 1/2% G \$15 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/4 = 48 cents	\$5 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.							
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	74 1/2% \$27 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,989 \$250,000	\$28,015	Interim of \$2 1/2 for 1904	44 1/2% \$115 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$59,471	\$6 dividend and \$1 bonus for first half-year 1904	74 1/2% \$219
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000		\$10 div. & \$5 bonus for 1903/4	6 1/2% \$202 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$12 for 1903	\$27 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,930	\$10 div. and \$2 1/2 bonus for 1903	\$187 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,930	\$10 div. and \$2 1/2 bonus for 1903	\$180
S. C. Farnham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 900,000	Tls. 1,100	Interim of Tls. 12 for year end 30.4.04	64 1/2% Tls. 18
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 1,100	Interim of Tls. 4 for 1904	64 1/2% Tls. 140
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 50,913	Tls. 1,100	Interim of Tls. 4 for 1904	Tls. 137
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000		Final year 1903	\$240 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none		for year ended 30.6.1904	88 1/2% \$20 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000		Interim of Tls. 4 for 1904	6 1/2% Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2 1/2	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	74 1/2% \$158 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 1/2% \$148
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	44 1/2% Tls. 19 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$9,177	90 cents for 1903	7 1/2% \$13
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	44 1/2% \$39
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2% Tls. 118 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,716	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 1/2% Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 1/2% \$60 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 1,000	Tls. 4 for year ended 31.10.1903	16 1/2% Tls. 241 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$12,862	50 cents for the year ending 31.7.04	44 1/2% \$114 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 38,034	Interim of 5 1/2 a/c 1898	Tls. 201 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	Tls. 331 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,189	4 1/2 for 1897	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited	67,500	\$10	\$10	\$10		First year	\$94
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	94 1/2% Tls. 65 sales
MISCELLANEOUS.							
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$150,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 1/2% \$13 ex div.
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	54 1/2% \$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	\$40 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	\$12 sales
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,253	None	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			Preferential of 7 1/2 p.c. for 1904	64 1/2% \$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	54 1/2% \$12 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	Tls. 6 for 1903	84 1/2% Tls. 721 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$1,739	None	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	\$94 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 153,318	\$14 for year ending 31.7.1903	\$12 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none		Tls. 5 for 1903	Tls. 40 sales
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$2,706	3 div. and \$1 1/2 bonus for 1903	\$100 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$1,115	\$1.50 for 1903	\$12 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 making \$3 1/2 for 1903	\$32 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£31,109 £3,000	£7,625	£1 div. and 2 1/2 bonus for 1903	74 1/2% \$150 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	64 1/2% \$17 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$100	\$5	none	\$1,283	50 cents for year ending 30.11.1903	\$20 buyers
Hongkong Ice Company, Limited	1,500	\$100	\$100	\$30,000	\$1,283	\$20 for year ending 30.11.1903	\$200
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$55,000	\$1,844	Interim of \$4 for 1904	\$255
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$50,000	\$8,395	Interim of \$4 for 1904	\$150 buyers
Katz Brothers, Limited	15,000	\$10	\$10	\$2,500	\$297	Final of 70 cts and 50 cts bonus making \$1.20 for the year ended 30.9.04	94 1/2% \$21 ex div.
Laue, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$375,000		\$15 for 1903	\$135 buyers
Maatschappij tot Mijn. Bosch en Landbouw op de polders in Langkai	2,500	\$100	\$100	none	\$1,183	Interim of \$1	\$195 ex div.
Maynard and Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 314,669 Tls. 17,143	Tls. 27,187	3rd quarterly of Tls. 10, paid 15.9.04 making so far Tls. 45 a/c 1904	Tls. 205 buyers
S. Moutrie & Company, Limited	3,400	\$10	\$10	none	\$80	\$3 for year ending 31.10.1903	\$26 sales
Shanghai-Hongkong Dyeing and Cleaning Co., Ltd.	4,000	\$50	\$50	\$2,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	64 1/2% \$55 sellers
Shanghai Gas Company, Limited	15,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,546	Interim of Tls. 3 1/2 for 1904	8 1/2% Tls. 101 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 6 for 1903	Tls. 93 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 2,288	Interim of Tls. 6 for 1904	Tls. 100 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 10,000	Tls. 7,369	Interim of 15% for 1903	Tls. 71 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	25 p.c. for year and 2 1/2 p.c. bonus making \$1.25 for 1903	\$125
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$30,029	None	\$25 nominal
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,544	60 cents for year ending 31.5.04	\$7
Straits Ice Company, Limited	10,000	\$5	\$5	none		First year	\$4
Straits Trading Company, Limited	250,000	\$10	\$10	\$450,000	\$89,255	\$1 for second half-year 1903	94 1/2% \$150 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$4,555	\$1 div. and 25 cents bonus for half-year ended 30.3.1904	\$124 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 4 for half year	\$100 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 609	Final of Tls. 4 making Tls. 8 for 1904	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$4	\$1,800	Final of Tls. 4 making Tls. 8 for 1904	Tls. 130
Do. (Founders)	100	\$10	\$10	\$4	\$1,800	Final of Tls. 4 making Tls. 8 for 1904	50 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,000	\$1,800	Final of Tls. 4 making Tls. 8 for 1904	\$100 buyers
William Powell, Limited	12,000	\$10	\$10	\$4,000	\$1,800	Final of Tls. 4 making Tls. 8 for 1904	\$100 buyers